GRUMMAN plane news

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1979

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people

Sandy Azzarello doesn't mind waiting for a good cup of coffee. But 11 years seems a bit long.

In 1968, Sandy started out with a tiny, two-leaf coffee plant. Today, the thing is ten feet tall and dominates the Plant 12 lobby. And, for the first time, it has produced a modest crop of coffee beans.

El Exigente. *Sandy Azzarello's coffee plant almost hits the ceiling. Maybe he talks to it.*

The plant has been an undemanding guest. "I just water it a couple of times a week, give it a little fertilizer once in a while, and it grows and grows," says Sandy.

Sandy estimates that there's about a half pound of beans on the plant now, or enough for around 25 cups. "They're just starting to turn red," he says, "so the harvest is still a few weeks off."

Piece of cake

If you've been looking all over for a recipe for Vegetables Ginger Ale, Pink Salad, or maybe a nice Tuna Lasagna, Lillian Fink of Plant 30 has just the cookbook for you.

She wrote it.

Titled **Fink Family Favorites**, the book was recently published by Cookbook Publishers, Inc. of Lenexa, Kansas. Although some of the recipes are a bit unconventional, Lillian says that most of them require plain, ordinary ingredients "...and the most elaborate piece of equipment called for is an electric mixer. It's really pretty basic."

Lillian, a junior accountant, collected the recipes over the years from friends, relatives, and fellow Grummanites. Erma Haney, Sophie Agiesta, Pat Gorman, Marie Marubbio, Joan Leggio, Yvonne Smith, and Rosemarie Heitshusen, all of Plant 30, are among the contributors.

"I've been working on this for about two years," says Lillian. "It's something I've always wanted to do."

New posts

Among those who recently received changes in assignments were: DEPARTMENTAL OPERATIONS -- Donald Anselona, project engineer, Mechanical Engineering, Pl. 40; John Arleth, technical specialist, Microelectronics, Pl. 14; Gat Lee, engineering specialist, Microcomputer Development, Pl. 4; Charles Mathis, project engineer, F-14 Subsystems, Pl. 25; Harry McDiarmid, group leader, Manufacturing Engineering, Pl. 43; Richard Ferraro, group leader, Industrial Engineering, Pl. 43; Robert Dudonis, group leader, Electronic Tool and Methods Engineering, Pl. 43; Harry Carver, group leader, Electronic Tool and Methods Engineering, Pl. 43; Joseph Grech, group head, Electronic Tool and Methods Engineering, Pl. 43; William Dunwoody, group head, Manufacturing Technology, Pl. 43; Walter Maier, manager, Manufacturing Plans and Controls, Pl. 43; Robert Yasinski, assistant foreman, Electrical Manufacturing, Pl. 43.

Tripp tackles new assignment after 37 years at Aerospace

In 1942, he was the only Ph.D. in the company — and Ralph "Doc" Tripp got his nickname right away. For the past 37 years, he has served Grumman Aerospace in a variety of positions; from $30 per week engineer to executive vice president. On May 3, the board of directors of Grumman Allied Industries (GAI) announced that Tripp would be leaving Grumman Aerospace to become GAI's new vice chairman of the board.

"Although I'm certainly looking forward to the new assignment, I guess you feel sad about leaving anything you've been with for 37 years," says Tripp. "I've made a lot of good friends here. I've had probably 90 percent of the people in Grumman Aerospace report to me at one time or another."

Early in his career at Grumman, Tripp set up and headed the Engineering Research Department, and then took charge of Test Instrumentation. In 1957 he became technical director of Flight Test Division, and from 1958 to 1962 served as assistant director of the Flight Test Department.

Tripp's first job in the space program began in 1962 when he was director of the OAO (Orbiting Astronomical Observatory) program. In 1968 he was named Lunar Module program director.

"LM was unlike any other job we've ever done here," Tripp recalls. "People all over the world were excited about landing a man on the moon and bringing him back, and it was an exciting time at Grumman. We were building something completely new, solving problems that no one had ever tackled before. The sad part about it was that when the program was over, 10,000 people who had decided to make space their vocation were suddenly out of work – even though they had done an extraordinarily splendid job. It was a terrible thing."

Tripp feels that Grumman's involvement in the space program was the turning point in the company's evolution from a "family" shop into one of the nation's top aerospace corporations.

"Grumman was a big family for a long, long time and deliberately downplayed management systems," says Tripp. "Things were done on a personal basis. But when we got up to 37,000 people and half of them were new in the company, general understandings and friendly arrangements just didn't work anymore. That's when the company adopted the NASA management systems – a rather precise method of planning, analyzing, and monitoring programs – and it's worked very well. Of course, the structure of the company is much more formal now than it used to be, but I think the family character is still there."

In 1970, Tripp was named vice president; in 1972, at the conclusion of the LM program, he was appointed director of Corporate Systems. Two years later he was named director of Great River Operations.

Great River gave Tripp the opportunity to use the responsibility center concept, which he says is central to his management philosophy.

"It was the first time all the electronics work we do was pulled together in one area," says Tripp, "and integrating that with the rest of the company was a real challenge.

Ralph "Doc" Tripp

"Responsibility centers have proven themselves to be a very good way to organize the company," says Tripp. "It allows you to make definite assignments to a group of people; it makes them an identifiable, well defined group with a well defined task, which I think is basic to good management."

Upon being named executive vice president in 1975, Tripp headed up all corporate areas engaged directly in the production of hardware: Program Management, Department Operations, Responsibility Centers, and Operations Quality.

Tripp says that he had prepared himself for a career in teaching; he received his doctorate from Iowa State College in applied mathematics and mechanics. "But teaching didn't pay very much in those days, and Grumman offered me more money to come to New York. I had no idea that I'd stay here this long."

obituaries

CHARLES LAX of Mtl. Mgt. M/S, Plant 30, died April 21 at the age of 65. He had been with the company since 1965 and resided at 55 Amby Ave., Plainview.

HENRY C. SCHIRMER of Fuselage Assy., Plant 2, died April 30 at the age of 56. He had worked for Grumman since 1941 and resided at 471 Stratford Rd., South Hempstead.

JOSEPH E. LO PRESTI of Hull Assy., Plant 36, died May 2 at the age of 51. He had been with the company since 1951 and resided at 56 Jackson Ave., Mineola.

WILLIAM F. STAAK of FAC Administration, Plant 30, died May 6 at the age of 55. He had worked for Grumman since 1959 and resided at 22 Karen St., West Babylon.

Two executive vice presidents head management realignment

Grumman Aerospace has two new executive vice presidents and members of the board of directors: John O'Brien and Michael Pelehach. The two men were elected at a meeting of the board of directors on May 21.

Commenting on the move, Grumman Aerospace Chairman and President George Skurla said that the establishment of double executive vice presidents would "enhance the corporation's continuing efforts to broaden our business base through expanded product lines and subcontract diversification opportunities."

The board also elected the following senior vice presidents: Thomas Guarino, Aerospace Programs; Gordon Ochenrider, Washington Operations; Carl Paladino, Treasurer; and Philip Vassallo, Corporate Procurement Operations.

[*The appointments were made as PLANE NEWS was going to press; more information and Skurla's comments about the new management organization will appear in the next issue.*]

John O'Brien, who had been senior vice president for Administration and Resources, will be responsible for Internal Operations. Pelehach had been senior vice president for Business Development; in his new post, he will direct Business Development, Marketing, and Advanced Systems.

O'Brien joined Grumman in 1955 as a flight test analyst and flight test project engineer. In 1960 he went into Contracts Administration and was named director of Contracts in 1966. Three years later he was named director of Resources, and in 1970 was elected administrative vice president. O'Brien was named senior vice president in 1975, and is also a director of Grumman Houston Corporation, a Grumman Aerospace subsidiary.

Design expertise

Pelehach began his career at Grumman in 1950 as a structural design engineer and was a project engineer on the Mohawk program in the late Fifties. In the sixties he directed design efforts on the F-111, EA-6A/B, E-2, A-6A, and S-2D. In 1967 he was named director of Future Systems and headed up the effort that led to the F-14 contract in 1969. Later in 1969 he was elected a vice president and named director of the F-14 program, a post he held until 1975 when he was elected a senior vice president.

O'Brien studied civil engineering at the State University of New York at Farmingdale. He is a graduate of the Program for Senior Executives at the Alfred P. Sloan School of Management at the Massachusetts Institute of Technology.

Pelehach is a graduate of the Academy of Aeronautics in New York City. He also completed the Advanced Management Program at the Harvard Business School.

New responsibilities. *John O'Brien and Mike Pelehach (L) were recently elected executive vice president of Grumman Aerospace. (Photo by Rich Breunig)*

calendar

Computer Club: Wed., June 6, after hours, Pl. 25 conference room; guests welcome. Al King, Ext. 2520/Irwin Tish, Ext. 2466.

Chess Club: Tues., May 29, 4:30-8:00 p.m., Pl. 30 cafeteria George Patterson, Ext. 8202/Ken Marley, Ext. 4901.

Dance Club: every Wed., 5-8 p.m., American Legion Hall, Plainview; June 6: Swing/June 13: Hustle, guests welcome. Edith Murway, Ext. 2263/Mary Brown, Ext. 6752.

Duplicate Bridge Club: Thurs., May 31, American Legion Hall, Plainview, open competition; guests welcome. Warren Lipman, Ext. 2407.

Roller Skating Club (Calverton): Wed., May 30, 3:30-6:00 p.m., Big Wheel Roller Rink, Riverhead, guests welcome. Cheryl Walker, Ext. (117) 7079.

Ski Club: Wed., May 30, Hillside Restaurant, Plainview; summer schedule. Art Garmendia, Ext. 7819.

GRUMMAN plane news

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the way it was

In 1930, Grumman's first year of operation, a loaf of bread cost about six cents. For $6,000 or so you could buy a house; and a person earning $100 a month would have no problem supporting a family.

But in the era of the Great Depression, $100 per month jobs were hard to come by, and the first Grummanites considered themselves very fortunate. During a time when even well-established companies were going under, the Grumman Aircraft Engineering Corporation achieved the nearly impossible: it survived as a new company in a fledgling industry, and even managed a modest profit by the year's end.

According to the financial statement for 1930, operations for the year resulted in net income of $5,476.91. The statement was prepared by Hurdman and Cranstoun, the same accounting firm that Grumman uses today.

If a six-cent loaf of bread seems like a bargain by today's standards, so do many of the items on Grumman's first annual report. For example, postage for the year amounted to $16.55.

Grumman had a total of 21 employees in 1930, and a large portion of the company's expenses for the year was in salaries. Engineers' salaries came to $6,384.79; clerks' salaries were $1,540, and officers' wages were $1,800.

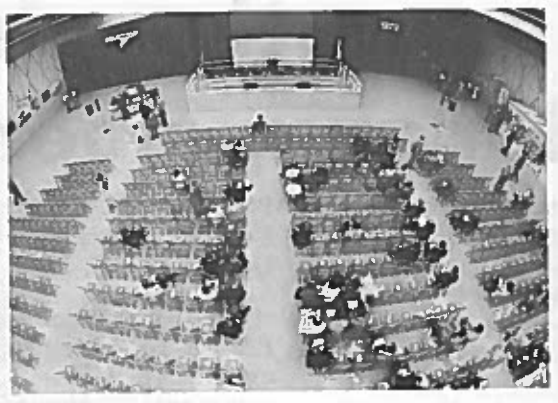
Grumman's home in 1930 was an empty garage in Baldwin; the rent bill was $2,975, which is about $247 a month for 11,465 square feet of space.

The company showed sales for the year of $107,483. More than half of that came from the Navy. Grumman's very first Navy job was to design and manufacture floats with retractable landing gear that would convert the Navy's Vought Corsair aircraft into amphibians.

The Navy was very impressed with the new company's innovative design, and decided to award Grumman another contract early the next year -- for a high performance fighter which would be called the FF-1.

Other details of the 1930 financial report show that the company was very carefully managed, and that Leroy Grumman, Jake Swirbul and Bill Schwendler knew where every penny was going. Under "deductions from income," $7.18 was for "bad debts," and under "selling expenses" is a bill for $27 -- for "entertaining."

Early years. *Leroy Grumman (L), Bill Schwendler, and Jake Swirbul (R) were meticulous in planning for their new company's future.*



Healthy & getting better

Aerospace provides stable base for promising commercial future

Although the financial results were disappointing, 1978 was "a year of consolidation and development" for Grumman, Chairman Jack Bierwirth told shareholders at this year's annual meeting.

Joe Gavin, President of Grumman Corporation, reviewing the year, blamed the "unsatisfactory operating results" on start-up investment in new business areas that have great future promise.

Because of investments in new comercial products that had cost more than expected, Grumman's earnings

for 1978 were lower than had been forecast. Profits declined 23 percent to $21.9 million on sales of $1.47 billion. But, Bierwirth told the shareholders, "your company's health is good and getting better."

The 800 stockholders who attended the May 17 meeting, many of them Grumman employees, got a chance to talk to the heads of Grumman's subsidiaries in the exhibit area outside the hanger where the meeting was held. George Skurla, Chairman and President of Grumman Aerospace, stood near some of the aircraft produced by Aerospace, including the F-14, the A-6E TRAM, and the E-2C, and answered stockholders' questions: "Yes, we expect the annual production rate of the F-14 to hold at 36." "The E-2C has a very bright future as an export." "We're currently discussing with Boeing the possibility of doing subcontract work for their new 757 aircraft." "The U.S. Air Force's EF-111A is a welcome addition to our product line."

One of the bright spots in the 1978 financial results was an increase of 12 percent in the operating profit in Aerospace. "Aerospace continues to develop a stable and diversified base for the Corporation, as well as unmatched technical expertise," said Gavin.

Grumman Aerospace, said Gavin, "is unique in the industry with a diversity of primary weapons systems: the F-14, the E-2C, the A-6E, the EA-6B, and now, for the Air Force, the EF-111, which is a program amounting to more than $600 million of business."

Good outlook

All of these aircraft, he said, "are equipped with complex electronic systems that provide unmatched capability. In my view, all of these aircraft have a sound, long-term future because I don't see anything to supersede them."

Grumman Aerospace's diversification goes beyond the number of military aircraft it produces. It is attempting to make a new place for itself in space operations. "After a long, tedious struggle to re-establish Grumman as a significant name in space from the post-Apollo low point of 1973," said Gavin, "we are making steady progress."

Among the space projects in which Aerospace is currently involved is the building of the Space Shuttle wings and the design and construction of a prototype beam builder and manned remote work station for construction work in orbit.

Diversification in Grumman Aerospace doesn't end there. The company recently won a contract to manufacture the Boeing 767 center section box structure - a potential of $750 million. Also in the subcontract market, Grumman has received contracts to build helicopter components for the Sikorsky CH-53 and S-76. The nacelle business also continues to flourish, amounting to about $12 million this year.

In addition, "the Grumman Aerospace subsidiary in Houston, Texas, has been steadily building its position as an equipment subcontractor for the oil industry," reported Gavin.

"Closer to home, the Great River electronics assembly operation has added subcontrating to its support of Grumman aircraft programs."

Successful design

Gavin also told the shareholders of the problems faced by the bus program of Grumman Allied Industries. The company's 870 bus, he said, "has proven to be a very successful design. It has a $260-million backlog, which is very large for Grumman Allied." Over 1,400 of the new 870 buses were ordered in 1978. However, he explained, there have been difficulties in building up to the planned production rate.

The current rate of production is five buses a day but the company expects to reach the planned rate of eight a day later this summer. "I do think we are now over the hump," Gavin said.

He also explained some of the reasons why Grumman Flxible, the bus division of Grumman Allied - along with other American and overseas bus companies - declined to bid on the Department of Transportation's Transbus project for the handicapped who use public transportation.

A company communication to the Department of Transportation pointed out that the 870 bus being built today, was "just as accessible to the handicapped as the Transbus described in its latest specifications." Furthermore, said the communication, "the terms and con-

ditions for the bid were commercially impossible. We could not bid a fixed price for buses to be delivered five years hence, involving a design that did not exist and had not been proven."

Comments and questions

Five incumbents were re-elected to the Grumman Corportation's Board of Directors. Elected for a two-year term was John Sargent, chairman of the board of Doubleday. Elected for three-year terms were John Carr, vice chairman of the board of Grumman Corporation; Charles Dunbar, director and retired chairman of the board, Discount Corporation of New York; James Linen, consultant and retired president of Time, Inc.; and Ellis Phillips Jr., educational consultant and former president of Ithaca College.

Prior to the meeting, the Corporation had solicited comments and questions from the shareholders and Bierwirth commented on some of the subjects during his presentation. One of the questions, he said, was raised by the report issued by the Board of Directors' Audit Committee: "How

(Photos by Rich Breunig and Fred Annette)

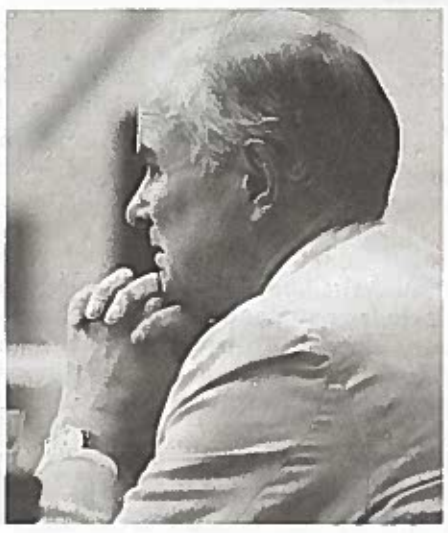
come Jack Bierwirth and Joe Gavin are still at Grumman?" The Committee had studied the involvement of Grumman Corporation and its officers in overseas sales. Bierwirth called upon Ken Axelson, chairman of the Audit Committee, to answer that question.

Axelson admitted that the Committee's report was "a very negative kind of thing ... It really does not address any of the things that Grumman does right, the many fine actions that have been taken or the accomplishments of the company that we're all so proud of."

After exhaustive investigation, he said, the Committee "concluded that Mr. Bierwirth and Mr. Gavin were indeed two individuals of the highest personal integrity."

He said that "the recommendations in the report of the Audit Committee have been aggressively implemented by Mr. Bierwirth and Mr. Gavin. But probably more important in terms of the future, is the leadership that they have provided in bringing the company ... to the position where it is today." The Committee concluded that both men "were very well qualified to provide continuing leadership for this company and indeed, we feel very fortunate in having them in that role."

Continuing with the comments and questions raised by the stock-holders, Bierwirth said that the subject of solar energy was mentioned more than any other. "We are heartened by your strong approval of your company's commitment to solar," he said. Although the American public has



been slow to recognize the extent of the energy crunch, Bierwirth said, he suspects "that the day for solar energy is approaching."

The reluctance of Americans to use alternate energy sources has made 1978 "a year of frustration" for Grumman Energy Systems, said Gavin in his review of the past year. "As the nation struggled to understand the energy situation, and the government tried to formulate a policy, we marked time. Today we are in the market with attractive and proven solar products: in the simplest form for heating water; in more extensive applications for space heating."

Gavin sees energy as an important part of Grumman's future. "Our solar technology is well past the demonstration phase. It works and it saves energy - and money."

Throughout Bierwirth's speech, he emphasized the balance that Grumman hoped to achieve in its dividend policy for the shareholders and its responsibilities to its employees. "We will all concentrate on steering Grumman into a position where it can continue to contribute to the solution of important human problems. If we stay in that position, Grumman will perform very well for its shareholders and its customers, while providing reward and security for the people who get the work done."

Analyst brothers remember 34 years of annual meetings

Aerospace financial analysts, the Greene brothers, Lancaster and Norvin, haven't missed a Grumman Annual Shareholders Meeting in 34 years.

"The first annual meeting we attended was held in Clint Towl's office back in 1945," recalls Norvin Greene. "We told Roy Grumman and Jake Swirbul it was unfortunate that the Wall Street Journal couldn't cover the event. We offered to have fellow analysts come to the next meeting and it would lure the **Journal.** The next year Grumman flew a Mallard to New York City and picked up the analysts at the East River."

Norvin Greene

As for their opinions on the recent year's financial performance of the entire aerospace industry, both point to Boeing as number one. "They're leading the pack. Boeing has stuck to its knitting and it's reaping its rewards."

And Grumman? "As everyone knows the Grumman Aerospace division is making all the money, while the others are losing it," states Norvin Greene.

Lancaster Greene

The two aerospace analysts hope to see the diversification programs turn around in the near future and start making a profit. They're particularly bullish on the new Flxible Model 870 bus and Dormavac.

Lancaster Greene is quite vocal about the superiority of the F-14 over the McDonnell Douglas F-15. "Even the head of NORAD says that one F-14 Tomcat is equal to 1.7 F-15s. The Tomcat is the best fighter to do the job."

Promising future

What does he see in the near future for Grumman Aerospace? "George Skurla's got a highly motivated team. The morale is running high in his division. They're pushing all the time. I see 1979 as another fine year for Aerospace."

Keep the faith

They arrived in a group of approximately 25, conservatively dressed, carrying clipboards and folders. They scattered themselves among the other shareholders, mostly toward the back of the room. But during the question and answer period of the annual shareholders meeting, the members of the Interfaith Center on Corporate Responsibility clearly stole the show.

One after another they raised their hands and questioned various Grumman policies, asking about employment levels on Long Island, the role of the F-14 in the company's economic picture, and the hiring of minorities. In all, more than half of the questions posed to the Grumman officials were asked by women identifying themselves as "Sister———."

The idea of religious sisters participating in a shareholders meeting was apparently disconcerting to many of the other members; a murmur ran through the crowd as the first one got up and gave her name. But by the time the seventh one took to the microphone, the members of the Interfaith Center on Corporate Responsibility were overhearing good-natured kidding about "Sister Shareholder."

Grumman Corporation Chairman Jack Bierwirth thanked the group for their participation. "I would like to compliment the sisters on adding a dimension to this meeting that we have never had before," said Bierwirth, and the audience broke into applause.

"I understand that out in St. Louis at the McDonnell Douglas annual meeting you were able to come through with 11-million proxy votes," said Bierwith, "which is also an indication of the strength of your organization."

The group describes itself as a "sponsored related movement of the National Council of Churches which includes representatives of 14 Protestant denominations and more than 150 Roman Catholic religious communities who seek to have their program concerns reflected in the practices of corporations in which they hold stock."

Present at the Grumman meeting were representatives from the Sisters of St. Joseph of Peace, the Sisters of Mercy, and the Sisters of the Good Shepherd.

The sisters' impact was evident when Jack Bierwirth brought the meeting to a close; the question and answer period had been a long one, and the lack of air conditioning in the Plant 4 hangar was beginning to take its toll. "This has been perhaps the most stimulating meeting Grumman has ever had," said Bierwirth, "but I think it's time we said amen."

Investors' game plan: conservative

Taking stock of how Grumman's Employee Investment Plan is performing was the main topic discussed at the fourth annual meeting between investors and portfolio managers held on Thursday, May 3, in the Plant 30 cafeteria.

Over 200 Grummanites met with top officials from Fiduciary Trust Company which manages the Equity and Fixed Income Funds; Bankers Trust Company which is the plan's recordkeeper and handles the Grumman Common Stock Fund; and Aetna Life Insurance Company which manages the Guaranteed Income Fund.

Larry Huntington, president of Fiduciary, told attendees that his company's investment philosophy will continue along the same conservative lines that it has followed in recent years. Due to the economic situation in the country today, the managers of the Equity and Fixed Income Funds are uncertain what measures President Carter and Congress will take to curb inflation and unemployment.

"We'll keep a conservative posture in both portfolios until we get a feel for how this internal matter is going to be resolved in the next year or so."

By "conservative," Huntington means "sticking to quality investment and trying to buy companies and debt securities with relatively as little risk as once can find. To get a fair return on a fixed income portfolio means keeping the bond maturities relatively on the short side and certainly high up in the quality range."

Norm Wells, Aetna representative, reported that Grummanites have contributed $48-million to the Guaranteed Income Fund which became an investment option in July 1978. "All these monies are invested in the Aetna Life Insurance Company's general account worth over $15-billion," said Wells. "Aproximately 60 percent of those funds are assets of qualified pension and profit-sharing plans. The distribution of investment is approximately 51 percent in bonds, 41 percent in mortgages (commercial only), and eight percent in all other investments, such as preferred stocks."

Aetna will continue to give 9.25 percent interest to the Guaranteed Income Fund account in 1979. The guaranteed minumum rate for the years 1980 to 1983 is 8.25 percent. By November of this year, Aetna will announce what next year's return on investment will be.

A special booklet containing material from the May 3 annual meeting is now available from the Employee Investment Plan office, Plant 28, Ext. 7250.

Investment plan: better investment

Grumman is raising its matching contribution baseline for the Employee Investment Plan from 50 to 65 percent as of July 1, 1979.

That announcement came at the Fourth Annual Employee Investment Plan meeting, May 3 in Plant 30.

The company began fluctuating its matching contribution between 50 and 100 percent in January 1977. Each quarter's corporate match is based upon Grumman's financial performance during the preceding four quarters.

"During the first quarter of '77, the corporate match hit 61 percent, then slid down to 50 percent in later quarters," said Bob Bradshaw, Grumman Corporation Secretary. "It began moving up in 1978 hitting a high of 56 percent, only to come back down again to 50 percent this year."

The dip in 1977 was due to the F-14 settlement; the company had to swallow a fairly sizeable loss. Referring to the most recent drop in the company match, Bradshaw said, "In the interest of providing a future for the whole family of Grumman companies, we find ourselves investing heavily in diversification...

"Indeed this is costing us and having a very serious impact in our consolidated earnings — and our company matching contributions," continued Bradshaw. "It seemed somehow inconsistent with the fact that Grumman Aerospace — our largest and most important subsidiary — was enjoying one of its best years in history. To more properly reflect this performance the company has decided to arbitrarily pick up that match which is now at the floor level of 50 percent to 65, effective July 1, 1979."

The same formula used for the 50-100 percent range will be used and when its produces a match in excess of the 65 percent base, it will be applied, said Bradshaw.

Carey comes back to PAC; over 800 at annual meeting

Governor Hugh Carey addressed the Grumman Political Action Committee (PAC) on May 16 and pledged his support to Grumman as a vital force in the economy of New York State and the nation.

"We will work hand in glove, shoulder to shoulder, with our members of the Congress to make sure that the federal budget cutbacks are not made at the expense of companies like Grumman which have contributed so greatly to our state and national economies, our national defense, and our space effort," said Gov. Carey.

About 800 PAC members gathered in Plant 4 to hear the 1978 report of PAC's Steering Committee. The New York governor appeared to personally thank the Grummanites for their $6,000 contribution to his re-election campaign.

Carey carrier. *Gov. Carey took a ride from his chopper to Plant 4 in an electric car, a new product from Grumman Allied.*

Growing maturity

Before introducing the governor, Grumman Corporation Chairman Jack Bierwirth made note of the strides that PAC has made since it was founded in 1977.

"Few things in the past couple of years have been more important to Grumman and to the way that Grumman looks at itself than the formation, development, and growing maturity of the Grumman Political Action Committee," said Bierwirth. "Money, of course, is important. But equally important is the number of people involved; it's important that people care, take the time and the interest to get involved, and try to make a difference."

Grumman Aerospace Chairman and President George Skurla pointed out the ways in which PAC has made a difference. "Three years ago, we had a very small PAC--quite timid, and almost all internal. But we've grown. In our first year, we raised $35,000. Last year we exceeded $125,000, and I think we've matured into an organization that has a lot of political clout--locally and in Washington. Our presence is known and felt in the outside world."

Skurla handed the microphone over to Gordon Ochenrider, Grumman Aerospace Vice President-Washington Operations. Ochenrider discussed the problems facing the A6-E program in Washington this year, recalling that the Navy and the Department of Defense's decision three years ago not to purchase the plane had been successfully reversed.

Ochenrider encouraged PAC members to "recruit a friend;" currently there are about 4,000 people in the organization out of more than 9,000 eligible for membership.

After Ochenrider's comments, Jack Rettaliata, Vice President-Community Affairs for Grumman Corporation, stated that the political climate for business is gradually improving.

"It won't be unusual in the future to find pro-business candidates competing for the same job. Both parties have decided that more attention to business is good business for their candidates," said Rettaliata. "You as members of the Grumman PAC have helped them make that decision. That means, in the long run, more business for Grumman and a more prosperous country for all of us."

In a brief business session, the membership elected the following officers: Chairman, Tom Rozzi (Grumman Aerospace Vice President-Security and Personnel Services); Vice Chairman, Bob Watkins (director of Field Operations and executive assistant to Grumman Aerospace Chairman and President George Skurla); Treasurer, Bill Wachino (assistant treasurer, Grumman Corporation); Assistant Treasurer, William Parmentier (assistant treasurer, Grumman Corporation) and Secretary, Bob Black (director of Federal Legislation, Grumman Aerospace.)

Meet the PAC. *Gov. Carey is welcomed to his second PAC meeting by 800 Grummanites, including Grumman Aerospace Chairman and President Goerge Skurla (L) and Grumman Corporation Chairman Jack Bierwirth (R).*

Carey meets the press

After his address to the Political Action Committee, Governor Hugh Carey held a brief press conference.

The House Armed Services Committee has voted to end production of the A6-E aircraft. What, if anything, would you do to help save that program?

In the past, we've brought such matters to the attention of the New York delegation and we've managed to get the attention of the Defense Department. The A-6E is intimately connected with the future of the defense of our country. As we moved toward the ratification of SALT II and the limits on nuclear activity, it

becomes more important to have conventional systems in place to provide for the security of the nation.

Governor, have you spoken with Senators Javits and Moynihan about the A-6E problem?

Yes, we've had discussions on the subject of defense allocations and we will pursue this item by item. We ask the Grumman management for a list of their priorities for the year; I'm not the least bit reserved about that. That's how we determine what we need to keep jobs on Long Island.

Governor, do you think that other cities in the State of New York will be interested in purchasing the Grumman Flxible bus?

It's quite possible. I personally think it's a very fine vehicle. I rode in one and then bought a thousand for the City of New York.

And the winner is. *At the GAA prize drawing, Senior Vice President and Treasurer Carl Paladino (C) assists campaign volunteers pick the winners. (Photo by Harry Prodromides)*

GAA finishes '79 drive with .950 batting average

It was another record-setting year for the Grumman Athletic Association (GAA) membership drive.

At the prize drawing held in Plant 30 recently, Campaign Director Mike Cherry personally thanked everyone involved in selling membership tickets this year. "Without your efforts, we never would have hit the 95 percent participation mark."

On hand to pick the first name out of the big drum which contained all the names of GAA members was Vice President and Treasurer Carl Paladino. Drawing from his experience in his community's athletic youth programs, Paladino commended the GAA staff and all the campaign volunteers for their year-round efforts in making GAA one of the best company run recreation programs.

Winners of the $100 U.S. Savings Bonds were: Alonzo Richardson, Pl. 28; Richard Hutsen, Pl. 39; Anthony Jessen Jr., Pl. 37; Darl Baker Jr., Pl. 7; Carlton Eng Jr., Pl. 88; Eleanora Webb, Pl. 43; Charles McGhee, Pl. 2; Irene Gaden, Pl. 36; Louis Epaminonde, Pl. 5; Francis Fox Jr., Pl. 1; William Hynes, Pl. 2; Bonnie Dressler, Pl. 34; Eleanor Provenzano, Pl. 2; Louis Frontino, Pl. 7; and Ronald Pulis, Pl. 6.

Those GAA members who won Grumman glasses were:

Pl. 1 - Henry Koraleski, Edward Lamb, Donald Lang, Ed Javurek. Pl. 2 - Walter Ganss, Jasper Mauceri, Werner Majewski, Robert Tiedemann, Gerald MacDonald. Pl. 3 - Louis Mosca, Charles Seider. Pl. 4 - Gary Losee, Thomas Downs. Pl. 5 - Anthony Tornabe Jr., Irene Krieg, Mike Gavigan, Paul Schwartz.

Pl. 6 - Fred Gazzola, Frank Cincotta, George Dreimann, Emile Duchemin Jr., Joe Albanese. Pl. 7 - Lloyd Sankston, John Linge, William Horne. Pl. 8 - Hector St. Denis Jr. Pl., 12 - Alan Lofsten. Pl. 15 - Jerome Kelly. Pl. 17 - William Stone. Pl. 18 - Kathleen Furia, William Imm.

Pl. 19 - George Devine Jr. Pl. 25 - Robert Zimels, David Krasner, Tom Grimes. Pl. 30 - John Cunneen. Pl. 34 - Joe Milack. Pl. 35 - Tom Lazicky, Joe Miller. Pl. 40 - John Knoblach, Ronald Edwards, James Williams Jr., Richard Hyland.

Pl. 42 - Thomas Olofsson. Pl. 43 - Linda Boyce. Pl. 44 - George Moseman. Pl. 46 - Jesse Mealing. Pl. 77 - Catherine McCreary. Pl. 88 - Melba Bredberg. Grumman Allied - Marilyn Cuppinger.

Due to the all-time record high of 95 percent participation in the GAA drive, we will not be able to list all those departments which hit the 100 percent mark.

scorecard

On Wednesday, June 20, Grumman men and women will be navigating the Yellow course at Bethpage State Park in the first of three Mixed Pinehurst tourneys slated for this season.

If you wish to be one of those golfers, you'd better sign up early in the GAA building next to Plant 2, Ext. 2133. The field is limited to 60 golfers.

Entry fee of $5 per person includes greens fee and kickers' prizes. Because of the growing contingent of Mixed Pinehurst enthusiasts, your entry fee must accompany your registration.

In Mixed Pinehurst play, both male and female golfers tee off, play each other's drive on the second shot, and then select the better lie for the third shot. From then on, they alternate play using the selected ball until it is holed out.

A trophy is awarded to the team that shots low gross. To be eligible for the kickers' prizes, you and your partner must choose a handicap that when subtracted from your nine-hole score will allow you to finish between 30 and 40.

Other Pinehursts slated for this year are on Wednesday, July 28, and Wednesday, August 21. No entries will be accepted for the two tourneys until completion of the prior month's competition. Further information will appear in future issues of PLANE NEWS.

Come fly with GACE

The Grumman Aerospace Corporation Employees (GACE) Flying Club is offering introductory flights to prospective members. Grummanites and their family members are invited to take advantage of this free introductory offer.

To make reservations for your flight, call Ken Haller, Ext. 115-3539, or Bob Massaro, Ext. 6724, during lunchtimes only. No reservations will be accepted after June 1.

The GACE Flying Club's summer pilot ground schools begin classes on Monday, June 11. The following courses are being offered: Private pilot ground school, eight weeks on Monday and Wednesday evenings from 5 to 8 p.m. in the Plant 28 auditorium, fee to GACE members: $30; and Instrument rating course, eight weeks on Monday and Wednesday evenings from 5 to 8 p.m., Plant 28, fee to GACE members: $50.

For further information, contact John Newark, chief ground instructor, (516) 679-9736, evenings only.

Mets tix

The Grumman Athletic Association is now selling discount tickets -- $5 per person -- for the N.Y. Mets-Atlanta Braves baseball game at Shea Stadium on Friday, June 15. For each ticket purchased, you will receive a free N.Y. Mets tote bag. For further information, contact the GAA office, Ext. 2133.

Ready, set, go

Grummanites interested in forming a GAA-sponsored Go Club are invited to attend an organizational meeting in the Plant 28 auditorium on Wednesday, May 30.

Go is the anglicized name of the Oriental game known in Japan as I-go and in China as Wei-ch'i. Go was introduced to Japan in 754 A.D., where it has achieved the position of "the national game." In recent times, courses on I-go have been included in the curriculum of Japanese war colleges.

For further information, contact the GAA office, Ext. 2133 or 2269.

GRUMMAN plane news

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